

BRIDGEPORT CITY HARBOR LINES BY UNDERFRONT OF YACHT CLUBS AND NAVIGATION INTERESTS IN OPPOSITION HUNDREDS OF BUSINESS MEN TELL ALDERMEN THAT HARBOR IS DEATH BLIND CITY'S SHIPPING

Radel Oyster Company, Stratford Oyster Company, Bridgeport & New York Transportation Company, Oysters Growers' Protective Association of Connecticut, Bridgeport Harbor, No. 10, and Mohawk, Park City, Pequonnock, Miamogue and Berkshire Yacht Clubs Represented in Attempt to Stop Grab—City Harbor Line Not Discontinued—Committee Named That May Bring In Compromise Line—Morris Also Opposes.

The organizations, almost without exception, which has to do with the navigation of Bridgeport harbor, appeared before the Common Council, last night, in opposition to the discontinuance of the proposed City Lines. Despite a printed report to the contrary the City lines were not discontinued. The Council voted that a new line be established, and made the committee on Harbor Improvements a committee to locate the line.

This is understood to be an effort to agree upon a compromise line. The City line will not be discontinued until the new line is laid.

A new line cannot be laid except upon the acceptance of the report by a majority of the aldermen. Therefore those opposed to discontinuance have commanded a majority of the votes, and they believe that they will continue to do so.

The opposition to the discontinuance of the City lines was overwhelming. Some 40 men were present, members of committees representing the Bridgeport Harbor, No. 10, Masters, Mates and Pilots Association of America, Park City Yacht Club, Pequonnock Yacht Club, Berkshire Yacht Club, Miamogue Yacht Club, The Oyster Protective Association of Connecticut, the Mohawk Yacht Club, the captains of the larger steamers, and the commodores of the United Yacht Clubs.

The large owners of private boats, representing an interest of some \$5,000,000 were also present. The Radel Oyster Company was represented by Capt. A. H. Halsey. The Stratford Oyster Company was represented by its manager, F. S. Beardsley, in a communication.

The Bridgeport and New York Transportation Company was represented by auditor, J. E. Cox.

Only two persons appeared in favor of the grab. One was Attorney W. H. Boardman, for the New York, New Haven & Hartford Railroad Co.; the other was Ben Teel, for the Locomotive Company of America.

The hearing was exceedingly warm at times, the mayor endeavoring to lower the opposition. The resolutions of the several organizations were not read until after the mayor had made a warm protest against their being held unread and had gone so far as to threaten to put the matter to vote.

Assistant Clerk Gill read the resolution calling for a hearing upon the discontinuance of the City line and establishment of a new line. The president with the government line. When he had finished reading the clerk called the attention of the mayor to the fact that there were many communications against abolishing the City line. He asked the mayor if he wanted the communication read. The mayor shook his head, "No," and said, "we will proceed with the hearing."

Attorney W. B. Boardman, counsel for the railroad, told the board that the present Federal line was established as the result of an agreement between the railroad and the government. He said that the railroad company made the agreement it was the opinion that it was a fair one, and that the city established a new line coincident with the Federal line. Besides, he said, the suit now pending against the city would be withdrawn. "We have a permit from the Federal government to maintain the dock," he said.

Alderman Mahoney asked Mr. Boardman whom the Naugatuck dock obstructed the most. Mr. Boardman responded, "I don't know, I am not a mariner."

The alderman said he wanted to tell Mr. Boardman that the Naugatuck dock bothered the New England Navigation Co. (the railroad's steamboat line) more than anybody else. He said that the time was coming when the railroad would take the wharf down anyway.

W. S. Teel, Jr., said he represented the Locomotive Co. of America, and that he expected the city would establish a new line and for a change in the City line as his company was interested in view of what the railroad company had promised to do if the line was changed.

Lynn W. Wilson said that he represented a large number of men who were opposed to the discontinuance of the City lines, and who were especially opposed to a line that would be coincident with the government lines.

This resulted in an interruption by the mayor, who said that no hearing would be had on the discontinuance of the City lines, but solely on the laying of a new line.

Mr. Wilson replied: "At the last meeting your honor ruled out of order a motion giving definite hearing to the line reported by the minority of the committee on harbor improvements. Your honor gave as a reason for this remarkable ruling, that it was a matter of fact, whether or not, would be in discussion to-night. Therefore, I repeat, that I represent a large number of persons who are op-

posed to the discontinuance of the City lines."

Mr. Wilson then said that this opposition included resolutions which had been adopted by organizations composed of men who have special interest in the harbor. There was a resolution by the Park City Yacht club, by the Miamogue Yacht club, by the Pequonnock Yacht club, by the Bridgeport Harbor, No. 10, of the Captains, Mates and Pilots Association of America, and by the captains of the larger steamers, and in and out of the harbor. There were also, he said, some 40 or 50 men on committees appointed by these organizations, to present the resolutions, and to oppose the discontinuance of the City line. These men were present would be heard, each committee by a single member.

Mr. Wilson also said that the Stratford Oyster Company was represented through its manager, by a letter opposing the discontinuance of the City line. Radel Oyster company was represented in opposition, and finally that the Oyster Protective Association of Connecticut was present by resolution and by committee.

The board that he appeared as a citizen and taxpayer, and as a member of a committee from the City Yacht Club, and for the purpose of appearing before in opposition to the abolishment of the City line.

Alderman Primrose, who is also a member of the club said that the harbor-master might do well to tell of the vote which elected him to the office. He said that the club had only 30 per cent. of the votes present at the meeting and that only 30 per cent. of those present by the harbor-master of the appointment of the committee.

The harbor-master replied, "I noticed that only Alderman Primrose and two others voted against us. The rest voted in favor of the committee."

Alderman McMurray objected to the allying of what took place in the club with the harbor-master. He did not question that the harbor-master represented it.

The harbor-master continued that he did not see why the present City line should be discontinued. He said that it was putting the city on dangerous ground. He was more convinced than ever, from the crowded condition of the harbor, that the City line should stay where it is. While the wind had been in the northeast there were so many vessels in the harbor that it was necessary to have the City line as it was. "It will tumble down itself in time," he said. Ninety per cent. of the vessels in the harbor come from the railroad company because of the Naugatuck dock. It was unfair he thought to call it a grab.

Mr. Boardman said that the City line was laid by a unanimous vote of the Common Council and sanctioned by Mayor Reynolds.

He said, "It is not a straight line. From 31st street south it forms a letter Z. You don't know whether you will have to take the City line or not. The railroad company says we will, while other counsel, just as good, say we will not. I refer to the opinion of former City Attorney Marr. I am not a lawyer, but I know that you cannot warranty deed mud flat property. That was the case in U. S. Supreme court by Congressman Hill, Judge Hall and Samuel Fessenden several years ago. If you condemn the dock and prevent the company from using it, you have got to pay for it, or you have to pay for the mud flats."

Alderman Tague wanted to know if any more boats did not use the basin in front of the power house. The harbor-master said there had been 24 sailing vessels anchored in that basin every night, and that was about all that could get in there. The harbor-master explained that it was the wish of captains of the big steamers to go into the harbor to keep the power house basin as clear as possible in order that they might have as big a sweep as possible in rounding the bug light.

Alderman Mahoney, who the mayor had declared always knew more about the harbor than any other man in the council said he would tell the mayor how the City line maintained a bigger harbor for the city than the Federal line ever would. He said that as soon as the City line was established coincident with the Federal line the railroad would move over to it and build a wharf, to which coal barges would be moored in large numbers at a point where they would make it more hazardous than ever for vessels going in and out of the lower harbor.

Mayor Lee said he thought that the alderman was speculating a great deal. Later the mayor showed much lack of knowledge of the organizations of

the city. He thought the Stratford Oyster Co. was located over in Stratford, and wanted to know if Bridgeport Harbor, No. 10, of the American Masters, Mates and Pilots Association was a local organization. He did not know that the men who are competent to take control of vessels have had an organization in this city for several years.

The Stratford Oyster Co., is located at the foot of Pembroke street. It has one of the largest fleets in the state and its payroll will compare favorably with many of the manufacturing industries in the city.

Mr. Wilson then offered a letter addressed to the council from F. S. Beardsley, manager of the Stratford Oyster Co. The mayor said that the harbor line is in Bridgeport, and not in Stratford.

The letter would be read later, but later on Alderman McMurray, who did not like the rather high handed manner in which the mayor was keeping the letters and petitions in the background, addressed the mayor saying that the communications should be read.

"They are going to be read," said the mayor.

"They should be read," said the alderman, "before the representatives of these firms and companies speak on the subject. Then we would have all the light possible."

The Mayor repeated that they would be read later on. Alderman McMurray said he was there to see that every man who appeared, or sent a communication there, was there for the protection of commerce, and for the preservation of the harbor.

James H. S. Jones, of the Jones & Hoffman Co., representing the Mohawk Yacht Club, said that he had been in the club's protest against the change in the harbor lines. He said that the club's protest was to call the attention of the aldermen to the inadequacy of the streets because the men who laid them out never thought there would be electric cars, automobiles and all other manner of vehicles running through them. He said that the condition in the harbor was the same, and the city should not give up one foot, but looking forward to the future. He urged upon the council the policy he would look to the future.

Captain A. H. Halsey, manager for the Radel Oyster Co., said there was a protest against the change in the harbor lines. He said that the harbor continued to become congested.

He said that his concern was one of the largest in the harbor. The industry of the state, that the business was increasing annually, and the increase in the business meant that larger vessels were being used. He said that the city harbor line and said that during the past three weeks that the harbor had been a south wind. The captain made it plain to the aldermen that the harbor was a bad one. He said that the harbor did not help vessel captains any as the wind conditions often made one side of the channel safer to lie in than another. He said that he did not think it was impossible to get the government line changed. He thought the city of Bridgeport ought to be able to do it.

J. E. Cox, auditor of the Bridgeport and New York Transportation spoke against the abolition of the City line. A communication from the Pequonnock Yacht Club was read.

Captain Daniel Sprague spoke for the Oystermen's Protective Association. He said that he had heard some of the aldermen talking about the harbor. He added that it pleased him very much to hear the attorney for the railroad say that the company had been arrested in the harbor. He said that the Naugatuck dock where it is until they get ready to take it down. The dock he said interfered with the New England Navigation Co. and that it had better go down there and establish their stores. He said that vessel owners wanted to bring their boats up to the dock, and that the harbor was a bad one. He said that the harbor was a bad one. He said that the harbor was a bad one.

Captain Sprague said that if there was any harm in the harbor, it was in being able to collect damages for the land under the water the Radel Oyster Co. would now be collecting damages from the government, which was dredging a channel through its oyster beds. He said that the railroad probably had a claim on the city for the use of the harbor, but that he did not say that the authorities could not change the channel without consulting the government.

The mayor asked the speaker where he would put the harbor line and he replied that it would go to highwater mark. He said that the harbor was a bad one. He said that the harbor was a bad one. He said that the harbor was a bad one.

Michael Jablonski, who has been an inmate of Lakeview home for some time, and who has a number of well to do relatives in this city, was this morning committed to Middletown by Judge of Probate Edward P. Nobbs. Jablonski has been giving the attendants at the home trouble lately.

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It is in addition to all this there should be added several Sound tows, that might at any time come into the harbor for a refuge the situation would be still more congested and dangerous, and unworthy of so important a port as Bridgeport. It seems to us that if a line of wharfs was constructed on the government line, so-called, and barges and other vessels were moored alongside of said wharf, and the business would not be available for the use of the large fleet that every year more and more has occasion to use it.

Once the channel or anchorage room is narrowed or curtailed the port has lost forever a valuable franchise and it therefore seems to us that the wisest and far-sighted policy for the city of Bridgeport to pursue would be to hold all that we have and get as much more as possible.

Yours truly,
THE STRATFORD OYSTER CO.,
F. S. Beardsley, Manager.

ANCHORAGE ROOM CURTAILED OR NARROWED WOULD LOSE